

August 21, 2020

BY ELECTRONIC MAIL

Luly E. Massaro, Commission Clerk
Rhode Island Public Utilities Commission
89 Jefferson Boulevard
Warwick, RI 02888

**RE: Docket 4996 – FY2021 Gas Infrastructure, Safety, and Reliability Plan
Quarterly Update – First Quarter Ending June 30, 2020**

Dear Ms. Massaro:

On behalf of National Grid,¹ I have enclosed an electronic version² of the Company's fiscal year (FY) 2021 Gas Infrastructure, Safety, and Reliability (ISR) Plan quarterly update for the first quarter ending June 30, 2020.

Pursuant to the provisions of the approved FY 2018 Gas ISR Plan, the Company committed to providing quarterly updates on the progress of its Gas ISR program to the Rhode Island Public Utilities Commission and the Rhode Island Division of Public Utilities and Carriers.

Thank you for your attention to this matter. If you have any questions, please contact me at 781-907-2121.

Very truly yours,



Raquel J. Webster

Enclosures

cc: Docket 4996 Service List
Leo Wold, Esq.
John Bell, Division
Al Mancini, Division

¹The Narragansett Electric Company d/b/a National Grid (National Grid or the Company).

² Per practice during the COVID-19 Emergency period, the Company is providing a PDF version of the above-referenced transmittal. The Company will provide the Commission Clerk with a hard copy and, if needed, additional hard copies at a later date.

Certificate of Service

I hereby certify that a copy of the cover letter and any materials accompanying this certificate was electronically transmitted to the individuals listed below.

The paper copies of this filing are being hand delivered to the Rhode Island Public Utilities Commission and to the Rhode Island Division of Public Utilities and Carriers.



Joanne M. Scanlon

August 21, 2020

Date

Docket No. 4996 - National Grid's FY 2021 Gas Infrastructure, Safety and Reliability (ISR) Plan - Service List 8/19/2020

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Gas Infrastructure, Safety, and Reliability Plan

The Narragansett Electric Company

FY 2021 Quarterly Update

First Quarter - Ending June 30, 2020

Executive Summary

Fiscal year (FY) 2021 Gas Infrastructure, Safety, and Reliability (ISR) first quarter results (Attachment A) reflect that the Company¹ has spent approximately \$35.94 million of an estimated year-to-date (YTD) budget of \$46.35 million, resulting in a first quarter underspending variance of \$10.42 million. This spending does not include the Southern Rhode Island Gas Expansion Project. The first quarter spend includes actual spending of \$8.79 million out of an estimated YTD budget of \$11.66 million for Non-Discretionary work, resulting in a first quarter underspending variance of \$2.87 million. In addition, the first quarter spend includes actual spending of \$27.15 million of an estimated YTD budget of \$34.69 million on Discretionary work, resulting in a first quarter underspending variance of \$7.55 million.

To date, the \$35.94 million of actual spend represents approximately 25 percent of the total FY 2021 annual Gas ISR budget of \$143.63 million (excluding incremental costs), or approximately 23 percent of the total annual Gas ISR budget of \$155.54 million (including incremental costs). The current forecasted total year-end spend is \$141.26 million, which is \$14.28 million below the total budget of \$155.54 million (including incremental costs). The COVID-19 Pandemic (Pandemic) is the primary driver of the projected underspend for the Public Works, Mandated, Proactive Main Replacement, and Reliability programs. A summary forecast is provided in Attachment A. Additional details supporting this forecast are provided in Attachment B. In the

¹ The Narragansett Electric Company d/b/a National Grid (National Grid or the Company).

sections below, the Company explains in more detail the primary drivers for spending to-date and the forecast for each category.

FY 2021 Gas ISR first quarter results (Attachment A) reflect that the Company has spent \$13.95 million of an estimated YTD budget of \$14.53 million for the Southern Rhode Island Gas Expansion Project (Gas Expansion Project). This results in a first quarter underspending variance of \$0.58 million. YTD results (Attachment B) reflect that the Company spent approximately \$13.84 million for Construction – Pipeline compared to a YTD budget of \$14.31 million, resulting in a fiscal YTD underspending variance of \$0.47 million. However, the pipeline installation is ahead of scheduled and has experienced lower costs to complete the work and increased daily production rates, which are associated with, in part, lower volumes of ledge and water removal along with a reduced traffic volume, which is a result of the Pandemic. YTD results also reflect that the Company spent approximately \$0.07 million for the Other Upgrades/Investments category, resulting in fiscal YTD underspending variance of \$0.02 million. The work in this category is generally on track. YTD results reflect that the Company spent approximately \$0.04 million for the Regulator Station Investment category, resulting in a fiscal YTD underspending variance of \$0.09 million. The work in this category is slightly behind schedule, but is scheduled to be on-budget at fiscal year-end.

FY 2021 Capital Spending by Category

Non-Discretionary Work²

Public Works Program – \$1.28 million underspending variance to budget year-to-date

Through the first quarter of FY 2021, the Company spent a net of \$3.94 million, net reimbursements, against a projected year-to-date budget of \$5.22 million for the Public Works program, resulting in an underspending variance of \$1.28 million. To date, for FY 2021, the Company has installed 3.2 miles of a plan of 5.5 miles for new gas main and has abandoned 0.3 miles of a plan of 3.3 miles of leak-prone pipe through the Public Works program. The Pandemic has impacted the Company's ability to complete meter service work because this type of work is customer facing and typically includes relighting equipment and appliances inside buildings after the transfer to the new service line and meter set has been completed, as applicable. The limitations on meter service work has impacted the Company's ability to abandon leak-prone pipe. Although service work has resumed in the second quarter, there may be challenges achieving the fiscal year abandonment target. YTD, the Public Works Program has incurred costs of \$0.20 million related to Professional Engineer (PE) Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section. At this time, the Public Works Program category is projected to be underbudget by \$1.43 million at fiscal year-end.

² Non-Discretionary programs include projects that are required by legal, regulatory code, and/or agreement, or are the result of damage or failure, with limited exceptions.

Mandated Programs – \$1.53 million underspending variance to budget year-to-date

Through the first quarter of FY 2021, the Company has spent approximately \$4.85 million of a projected YTD budget of \$6.38 million for Mandated Programs, resulting in an underspending variance of \$1.53 million. The primary drivers of the underspend include a reduced YTD volume of Reactive Leaks and Reactive Service Replacements, although both programs are forecast to be on budget at fiscal year-end. Another driver of the underspending variance is the work associated with the Transmission Station Integrity program, which has been deferred until FY 2022. This delay is due in part to the associated physical records review, which was paused with the onset of the Pandemic. The underspend is partially offset by YTD overspending in the Corrosion and Reactive Main Replacement – Maintenance categories, although both programs are forecast to be on budget at fiscal year-end. The Purchase Meters program is forecasted to underspend the fiscal year budget by \$1.72 million at year-end as the Company will require fewer meters because the Meter Testing program was paused with the onset of the Pandemic. At this time, the Mandated programs category is forecasted to underspend the FY 2021 budget of \$21.68 million (excluding incremental paving for patches) by \$2.33 million. The fiscal year budget of \$4.08 million for Incremental Paving for Patches is primarily associated with Mandated Programs and is currently forecasted to spend the full \$4.08 million; however, the Company will continue to evaluate the forecast at the end of the second quarter. YTD, the Mandated Programs have incurred costs of \$0.03 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section.

Damage/Failure Reactive Program – \$0.06 million variance to budget year-to-date

Through the first quarter of FY 2021, the Company spent \$0 of a projected year-to-date budget of \$0.06 million for the Damage/Failure Reactive program, resulting in an underspending variance of \$0.06 million. At this time, the Damage/Failure Reactive program category is forecasted to be under budget by \$0.04 million at fiscal year-end.

Discretionary Work³

Proactive Main Replacement Program – \$3.20 million underspending variance to budget year-to-date

Through the first quarter of FY 2021, the Company spent approximately \$20.02 million of a projected YTD budget of \$23.22 million for the Proactive Main Replacement programs, resulting in an underspending variance of approximately \$3.20 million. To date for FY 2021, the Company has installed 26.6 miles of new main against a plan of 17.0 miles. The Company was only able to abandon 0.1 mile of leak-prone pipe out of a plan for 10.1 miles. YTD, the Proactive Main Replacement programs have incurred costs of \$0.51 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section. At this time, the overall Proactive Main Replacement programs are projected to be underbudget by \$5.46 million at fiscal year-end.

As noted above in the Public Works section, the Pandemic has impacted the Company's ability to complete the meter service work associated with main replacement and has significantly limited the abandonment of leak-prone pipe in the first quarter, although the work has resumed in the second quarter. The ability to complete all planned service work related to main replacement, which includes challenges completing the backlog of service work along with the dependency of customers to grant access to their premises, will be a primary factor in the Company's challenge of achieving the FY 2021 abandonment target.

The FY 2021 ISR Plan includes a budget of \$5.60 million for Incremental Paving – Main Installation, which provides funding for the anticipated cost increases associated with the new 2019 Rhode Island Utility Fair Share Roadway Repair Act (Curb-to-Curb Paving Law). All

³ Discretionary programs are not required by legal, regulatory code, or agreement, or a result of damage or failure, with limited exceptions.

YTD paving costs are captured in the standard ISR program categories for which the final restoration paving is associated (i.e. Proactive Main Replacement – Leak Prone Pipe). Further incremental cost analysis will be included in the second and third quarter ISR reports, as only approximately 50% of the paving completed by contractors has been invoiced to the Company. The forecast for FY 2021 will also undergo further evaluation at the close of second and third quarters. The Company estimates that approximately 25%-35% of final restoration for main replacement is requiring curb-to-curb restoration, compared to approximately 14% in prior years.

The Atwells Avenue – Segments 1A and 1B main installation has been completed ahead of the original schedule, which was projected to extend into the Fall of calendar year 2020. This has resulted in a YTD budget overspend of \$2.13 million, but the project is forecast to be on budget at year end. With the onset of the Pandemic, there was a significant decrease in the traffic volume on Atwells Avenue as some businesses temporarily closed and restaurants that were open were serving take-out only or offering dining at a limited capacity. Working in conjunction with the City of Providence, local business leaders and the Company’s contractor, the planned night work with two crews was changed to day work with three crews. These changes helped accelerate the daily production rate and reduced disruption to the area residents. Additionally, the scope of work for the project was expanded to include the services, some of which dated back to the 1800’s, inside DePasquale Square, which is in heart of Federal Hill and home to several restaurants, which would have typically been offering outdoor dining. The abandonment of leak prone pipe associated with Segments 1A and 1B is scheduled to be completed in the second quarter of FY 2021. Final restoration related to Segment 2 is scheduled to be completed in FY 2021. The Company is working with the City of Providence regarding final restoration plans for Segments 1A and 1B.

For the Proactive Main Replacement – Large Diameter LPCI Program, the Company spent approximately \$0.11 million of a projected YTD budget of \$0.68 million, resulting in an underspending variance of \$0.57 million. Cast Iron Lining projects were delayed due to the

Pandemic and the inability to complete the associated service work. Additionally, the lining project planned for Blackstone Street in Providence has been deferred due to its proximity to local hospitals and that deferral is a contributing factor in the FY 2021 forecast reduction.

Reliability Programs – \$4.18 million underspending variance to budget year-to-date

Through the first quarter of FY 2021, the Company spent \$7.13 million of a projected YTD budget of \$11.31 million for Reliability programs, resulting in an underspending variance of \$4.18 million for this category. There are several drivers of this underspending variance, but the primary driver is the Pandemic. The first driver is the Pressure Regulating Facilities category, which experienced initial delays due to the Pandemic. Consequently, the Company expects to defer one regulator station project until FY 2022, although work is progressing with eight stations. The second driver is the Distribution Station Over Pressure Protection category, which experienced delays due to the Pandemic but is forecast to be on budget at year-end. The third driver is the Replace Pipe on Bridges category, which is underspending the YTD budget and forecast to be underspent at year-end because the timeline of the Rhode Island Department of Transportation (RIDOT) Goat Island bridge project is slightly delayed. The forecasted underspend on the Goat Island bridge project is partially being offset by spending for bridge work in Lincoln, North Smithfield, Providence, and East Greenwich. The fourth is the Gas System Reliability category, which is partially underspent because most of the budgeted station work for the Wood at Woodlawn regulator station project in Bristol was completed in FY 2020. YTD, the Reliability programs have incurred costs of \$0.09 million related to PE Stamps, which is detailed below in the Incremental Cost – Professional Engineer Stamp section. At this time, the Reliability programs are projected to be underbudget by \$3.50 million at fiscal year-end.

Incremental Costs – Professional Engineer Stamp

The FY 2021 ISR Plan includes a fiscal year budget of \$1.52 million to fund new Professional Engineer Stamp requirements. That State of Rhode Island has implemented new statutory requirements to have natural gas infrastructure design plans and specifications approved by a Rhode Island registered Professional Engineer when the work could post a material risk to public safety. The actual spend for PE Stamps is tracked directly in the applicable ISR cost categories. YTD, the total incurred costs to complete 126 PE Stamps is \$0.84 million and details of the spending by category is listed in the chart, below.

Category	Actual Cost FYTD - Through June (\$000)
Access Protection Remediation	\$33
Atwells Avenue	\$19
Corrosion	\$22
CSC/Public Works - Non-Reimbursable	\$179
CSC/Public Works - Reimbursable	\$23
Gas Planning / RCV Program	\$6
Main Replacement (Reactive) - Maintenance	\$9
Main Replacement (Proactive) - Leak Prone Pipe	\$488
Valve Installation/Replacement	\$57
Total	\$836

FY 2021 Southern Rhode Island Gas Expansion Project Spending by Category

Construction

Pipeline – \$0.47 million underspending variance to budget year-to-date

Through the first quarter of FY 2021, the Company spent \$13.84 million of a projected YTD budget of \$14.31 million for the Gas Expansion Project – Main Installation, resulting in an underspending variance of \$0.47 million for this category. YTD, the Company has installed 7,600-feet of pipe, which is approximately 68% of the 11,200-feet planned for Phase 2. The

minimum gas in footage required to meet the winter demand is 5,600-feet, and at least 11,200-feet is expected to be gassed in by November 1, 2020. Horizontal Directional Drilling (HDD) 1 began drilling in July 2020 and is anticipated to be tied in by September 1, 2020. YTD, the Company has incurred \$0 of incremental paving expenses, but the paving expenses are forecasted to be incurred in the second and third quarters. At the onset of the Pandemic, manufacturing of pipe that met the Company's standard for the project was temporarily shut down. The project team was able to source pipe from various vendors, which was received in the first quarter of FY 2021, kept the project moving forward, and prevented the project contractor from experiencing idle time of its workforce. Pipe manufacturing resumed in the first quarter of FY 2021 and the Company has received the pipe required to complete all work planned for FY 2021. YTD, the project has experienced cost lower costs to complete the work and increased daily production rates, which are associated with, in part, lower volumes of ledge and water removal along with a reduced traffic volume, which is a result of the Pandemic. This cost favorability has enabled the project to pull forward a portion of FY 2022 – Phase 3 work into FY 2021, which will be completed as the FY 2021 budget allows.

Other Upgrades/Investments

Maximum Operating Pressure (MOP) Project, Launcher/Receiver, Installation of Remote Operating Valve (ROV) – \$0.02 million underspending variance to budget year-to-date

Through the first quarter of FY 2021, the Company spent \$0.07 million of a projected YTD budget of \$0.09 million for the Other Upgrades/Investments category, resulting in an underspending variance of \$0.02 million for this category. MOP field investigations were completed at two dig sites during the first quarter. Repairs to the pipeline will be completed at two locations as the result of leak survey results and those repair costs will be tracked under the Mandated program category. Results of the MOP testing continue to be evaluated but the pressure increase to 200 pounds per square inch gauge (psig) is on track to be completed in FY 2022. At this time, the Other Upgrades/Investments category is projected to be on-budget at

fiscal year-end, when the \$0.049 million for incremental paving is included in this budget category.

Regulator Station Investment

Upgrades to Cranston Take Station, Cowesett Regulator Station, and New Regulator Station – \$0.09 million underspending variance to budget year-to-date

Through the first quarter of FY 2021, the Company spent \$0.04 million of a projected YTD budget of \$0.13 million for the Regulator Station Investment category, resulting in an underspending variance of \$0.09 million for this category. Initial engineering work has begun related to the Cowesett Regulator Station and initial engineering and environmental site inspection work has begun related to the Cranston Take Station. At this time, the Regulator Station Investment category is projected to be overbudget by \$0.07 million at fiscal year-end.

Attachment A
RIPUC Docket 4996
FY 2021 Gas Infrastructure, Safety, and Reliability Plan
FY 2021 Quarterly Update
First Quarter Ending June 30, 2020

Attachment A - Summary

The Narragansett Electric Company
d/b/a National Grid - RI Gas
Capital Spending by Investment Categories - Summary
FY 2021 through June 30, 2020
(\$000)

Categories	FYTD			FY 2021 - Total		
	Budget	Actual	Variance	Budget	Forecast	Variance
NON-DISCRETIONARY						
Public Works ¹	\$5,217	\$3,939	(\$1,278)	\$17,368	\$15,939	(\$1,429)
Mandated Programs	\$6,380	\$4,854	(\$1,526)	\$21,684	\$19,354	(\$2,330)
Damage / Failure (Reactive)	\$62	\$0	(\$62)	\$249	\$211	(\$38)
NON-DISCRETIONARY TOTAL	\$11,659	\$8,793	(\$2,866)	\$39,301	\$35,504	(\$3,797)
DISCRETIONARY						
Proactive Main Replacement	\$23,218	\$20,016	(\$3,202)	\$67,729	\$62,264	(\$5,465)
Proactive Service Replacement	\$165	\$0	(\$165)	\$350	\$350	\$0
Reliability	\$11,311	\$7,129	(\$4,182)	\$36,246	\$32,742	(\$3,504)
SUBTOTAL DISCRETIONARY (Without Gas Expansion)	\$34,695	\$27,145	(\$7,550)	\$104,325	\$95,356	(\$8,969)
Southern RI Gas Expansion Project	\$14,527	\$13,947	(\$581)	\$40,460	\$40,707	\$247
DISCRETIONARY TOTAL (With Gas Expansion)	\$49,222	\$41,093	(\$8,130)	\$144,785	\$136,063	(\$8,722)
CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)	\$46,354	\$35,938	(\$10,416)	\$143,626	\$130,860	(\$12,766)
CAPITAL ISR TOTAL (With Gas Expansion) Amount does not include incremental paving associated with new RI Paving Law or PE Stamps	\$60,881	\$49,886	(\$10,996)	\$184,086	\$171,567	(\$12,519)
Incremental Costs ²	\$3,110	\$0	(\$3,110)	\$14,526	\$10,397	(\$4,129)
CAPITAL ISR TOTAL (with Gas Expansion, PE Stamps, and Incremental Paving)	\$63,992	\$49,886	(\$14,106)	\$198,612	\$181,964	(\$16,648)

() in Variance column denotes an underspend

1. Public Works Program includes reimbursements which will be credited as received throughout the year.

2. Forecasts for PE Stamps and Incremental Paving - Southern RI Gas Expansion are included in ISR categories above.

Attachment B
RIPUC Docket 4996
FY 2021 Gas Infrastructure, Safety, and Reliability Plan
FY 2021 Quarterly Update
First Quarter Ending June 30, 2020

Attachment B - Breakout

**The Narragansett Electric Company
d/b/a National Grid - RI Gas
Capital Spending by Investment Categories - Detail
FY 2021 through June 30, 2020
(\$000)**

Categories	FYTD			FY 2021 - Total		
	Budget	Actual	Variance	Budget	Forecast	Variance
NON-DISCRETIONARY						
Public Works						
CSC/Public Works - Non-Reimbursable	\$5,217	\$4,480	(\$737)	\$17,368	\$16,616	(\$752)
CSC/Public Works - Reimbursable	\$351	\$50	(\$301)	\$1,403	\$1,372	(\$31)
CSC/Public Works - Reimbursements	(\$351)	(\$591)	(\$240)	(\$1,403)	(\$2,050)	(\$647)
Public Works Total	\$5,217	\$3,939	(\$1,278)	\$17,368	\$15,939	(\$1,429)
Mandated Programs						
Corrosion	\$371	\$490	\$119	\$1,166	\$1,166	\$0
Purchase Meters (Replacements)	\$1,528	\$1,467	(\$61)	\$4,852	\$3,132	(\$1,720)
Reactive Leaks (CI Joint Encapsulation/Service Replacement)	\$3,429	\$2,153	(\$1,276)	\$12,280	\$12,280	\$0
Service Replacements (Reactive) - Non-Leaks/Other	\$668	\$416	(\$253)	\$2,096	\$2,096	\$0
Main Replacement (Reactive) - Maintenance (incl Water Intrusion)	\$170	\$329	\$159	\$680	\$680	\$0
Transmission Station Integrity	\$214	\$0	(\$214)	\$610	\$0	(\$610)
Other Mandated	\$0	(\$2)	(\$2)	\$0	\$200	\$200
Mandated Total	\$6,380	\$4,854	(\$1,526)	\$21,684	\$19,354	(\$2,330)
Damage / Failure (Reactive)						
Damage / Failure (Reactive)	\$62	\$0	(\$62)	\$249	\$211	(\$38)
NON-DISCRETIONARY TOTAL	\$11,659	\$8,793	(\$2,866)	\$39,301	\$35,504	(\$3,797)
DISCRETIONARY						
Proactive Main Replacement						
Main Replacement (Proactive) - Leak Prone Pipe	\$19,982	\$15,225	(\$4,757)	\$59,250	\$54,802	(\$4,448)
Main Replacement (Proactive) - Large Diameter LPCI Program	\$683	\$112	(\$571)	\$3,398	\$2,382	(\$1,016)
Arwells Avenue	\$2,553	\$4,679	\$2,125	\$5,081	\$5,081	\$0
Proactive Main Replacement Total	\$23,218	\$20,016	(\$3,202)	\$67,729	\$62,264	(\$5,465)
Proactive Service Replacement						
Proactive Service Replacement Total	\$165	\$0	(\$165)	\$350	\$350	\$0
Reliability						
Gas System Control	\$0	\$19	\$19	\$118	\$183	\$65
System Automation	\$563	\$332	(\$231)	\$1,252	\$1,252	\$0
Heater Installation Program	\$755	\$440	(\$315)	\$2,961	\$2,727	(\$235)
Pressure Regulating Facilities	\$3,026	\$1,563	(\$1,463)	\$7,849	\$6,849	(\$1,000)
Allens Ave Multi Station Rebuild	\$3,643	\$3,970	\$327	\$6,200	\$6,051	(\$149)
Take Station Refurbishment	\$249	\$50	(\$199)	\$995	\$750	(\$245)
Valve Installation/Replacement (incl Storm Hardening & Middletown/Newport)	\$195	\$73	(\$122)	\$676	\$676	\$0
Gas System Reliability	\$397	\$249	(\$148)	\$2,371	\$957	(\$1,414)
I&R - Reactive	\$348	\$72	(\$276)	\$1,392	\$1,366	(\$26)
Distribution Station Over Pressure Protection	\$1,091	\$183	(\$907)	\$3,636	\$3,636	\$0
LNG	\$475	\$141	(\$334)	\$6,433	\$6,532	\$99
Replace Pipe on Bridges	\$380	(\$49)	(\$428)	\$1,500	\$901	(\$599)
Access Protection Remediation	\$76	\$42	(\$34)	\$260	\$260	\$0
Tools & Equipment	\$114	\$44	(\$70)	\$603	\$603	(\$0)
Reliability Total	\$11,311	\$7,129	(\$4,182)	\$36,246	\$32,742	(\$3,504)
SUBTOTAL DISCRETIONARY (Without Gas Expansion)	\$34,695	\$27,145	(\$7,550)	\$104,325	\$95,356	(\$8,969)
Southern RI Gas Expansion Project						
Pipeline	\$14,308	\$13,836	(\$472)	\$38,798	\$38,927	\$129
Other Upgrades/Investments	\$90	\$72	(\$19)	\$451	\$500	\$49
Regulator Station Investment	\$129	\$40	(\$89)	\$1,211	\$1,280	\$69
Southern RI Gas Expansion Project Total	\$14,527	\$13,947	(\$580)	\$40,460	\$40,707	\$247
DISCRETIONARY TOTAL (With Gas Expansion)	\$49,222	\$41,093	(\$8,130)	\$144,785	\$136,063	(\$8,722)
CAPITAL ISR TOTAL (Base Capital - Without Gas Expansion)	\$46,354	\$35,938	(\$10,416)	\$143,626	\$130,860	(\$12,766)
CAPITAL ISR TOTAL (With Gas Expansion)						
Amount does not include incremental paving associated with new RI Paving Law or PE Stamps	\$60,881	\$49,886	(\$10,996)	\$184,086	\$171,567	(\$12,519)
Incremental Costs						
PE Stamps ¹	\$511	\$0	(\$511)	\$1,515	See Note 1	(\$1,515)
Incremental Paving - Main Installation	\$1,399	\$0	(\$1,399)	\$5,596	\$5,596	\$0
Incremental Paving - Patches	\$1,200	\$0	(\$1,200)	\$4,801	\$4,801	\$0
Incremental Paving - Southern RI Gas Expansion ²	\$0	\$0	\$0	\$2,614	See Note 2	(\$2,614)
Incremental Costs Total	\$3,110	\$0	(\$3,110)	\$14,526	\$10,397	(\$4,129)
CAPITAL ISR TOTAL (with Gas Expansion, PE Stamps, and Incremental Paving)	\$63,992	\$49,886	(\$14,106)	\$198,612	\$181,964	(\$16,648)

() in Variance column denotes an underspend

1. The actual costs and forecasts for PE Stamps are included within the applicable ISR categories that incur PE Stamp costs, above.

2. The actual costs and forecasts for Incremental Paving - Southern RI Gas Expansion are included within the Southern RI Gas Expansion Project categories above.